

Meeting Record

MPO Technical Committee Meeting

Friday, July 30, 2004

531 Westgate Blvd.

Lincoln, Nebraska

MEMBERS AND OTHERS IN ATTENDANCE: Allan Abbott, Virendra Singh (representing Roger Figard), Karl Fredrickson, Scott Cockrill (representing Randy Hoskins), Public Works/Utilities, Marvin Krout; Planning , Marc Wullschleger; Urban Development, Don Thomas, Doug Pillard (representing Larry Worrell); County Engineering, Randy Peters, Steve McBeth, and James Miller (representing Eldon Poppe), NDOR.

OTHERS: Mike Brienzo, Karen Sieckmeyer; Public Works/Utilities, Lou Lenzen, Syed Ataullah; NDOR and Steve Burnham; Federal Highway Administration

STATED PURPOSE OF THE MEETING: Technical Committee Meeting

Allan Abbott called the meeting to order and roll was taken.

Agenda Item No. 1 - Review and action on the draft minutes of the June 29, 2004, Technical Committee Meeting.

A motion was made by Marc Wullschleger to approve the minutes, Marvin Krout seconded. Motion carried unanimously 9-0 with 1 abstaining.

Agenda Item No. 2 - Review and action on a proposed amendment to the *City of Lincoln and Lancaster County Comprehensive Plan* to include the design elements of the *US-77 Corridor, West Lincoln Bypass Study* as proposed by the Nebraska Department of Roads. The Technical Committee recommendation is to be forwarded to the Lincoln/Lancaster Planning Commission for review.

Mike Brienzo handed out the current version of Comprehensive Plan Amendment #04020 which will be before the Planning Commission for Public Hearing on August 18, 2004. Any comments or recommendations made here today will be forwarded to the Planning Commission. Lou Lenzen and Syed Ataullah were present from the NDOR to help answer any questions concerning this amendment. Mike pointed out on the map the proposed designated area that was to be amended. This request proposes to amend the Lincoln-Lancaster County Comprehensive Plan's Mobility and Transportation element as follows:

- Upgrade US-77/West Beltway from an expressway to a freeway beginning at the planned South

Beltway interchange just south of Saltillo Road and ending at Interstate 80.

- Construct a new interchange at Pioneers Boulevard.
- Construct a new interchange at Warlick Boulevard.
- Close access to US-77 at Rokeby Road, Yankee Hill Road, and Old Cheney Road.
- Change the future functional classifications of US-77 from I-80 to the South Beltway interchange, the South Beltway, and the East Beltway to freeway status.

One of the primary issues is the bicyclist which will be excluded from the freeway. State law prohibits bicycle traffic on interstates and freeways, thus the concern for alternate routes. In the amendment it states *“As part of the implementation of this project to upgrade US-77 to freeway status the needs of pedestrians and bicyclists will be addressed. It was affirmed during the study process that the proposed pedestrian and bicycle crossing points at the planning Pioneers Boulevard interchange and at the abandoned railroad right-of-way south of the planned Warlick interchange would be provided. The existing US-77 bridge structures over the abandoned railroad right-of-way are intended to remain and be used for pedestrians and bicyclist, and the design of the new Pioneers interchange is to contain a multi-use trail facility. Also, the City, County, and State will work together to resolve bicycle access issues that will result from the upgrading of this segment of US-77 to freeway status. The City, County, and State will collectively work together to provide a comparable alternative for cyclists.”* Mike reiterated that we will work together to resolve the issue and provide a satisfactory alternative for the bicyclist but still be sensitive to the other issues. Lou Lenzen informed the group that on the South Beltway, the abandoned Union Pacific tracks are being considered for an alternate route. Steve Burnham pointed out that on the map showing the Future Functional Classification - Exhibit A, it shows a classification change from **‘Urban/Rural Principal Arterial to Urban Rural Interstate and Freeway**. Steve mentioned that there is no such classification. There is an **Urban Interstate, Urban Other Freeway and Expressway or Urban Other Principle Arterial**. Mike said they would get that changed. There was general discussion held on the titles of the different classifications and how they should be named.

There is a concern from the Parks Department regarding the access on the East side of Yankee Hill. This is Parks Department only service access and would not be accessible from the freeway. NDOR is aware of this concern and will also work with the Parks Department to get the bike trail off of the State right-of-way and onto Parks Department property. Several concerns were addressed regarding access to Old Cheney. When the interchanges at Warlick and Pioneers have been completed, the State will then close Old Cheney and eliminate access from Old Cheney to 77. Old Cheney is not used for access during the construction of those two interchanges.

Mike Brienzo went on to state that on Page 3, the Lincoln Lancaster Health Department is requesting that appropriate noise abatement measures be taken to reduce the impact of the traffic noise pollution on residential populations. The State’s study did not show a need for any noise walls. Even though there is nothing there now to require noise walls, there may be by the time people start to inhabit those buildings. Mike said we could ask the State to provide us with noise contours that can be reviewed when the applications come in. Allan asked Marvin Krout if we should advise them of the noise issue so they are aware of them or do we make the zoning compatible with the noise levels? This is not a current policy of Planning’s and Marvin wasn’t prepared to say whether they would do either one. Mike thought

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the best approach would be to provide noise contours of our projected traffic for this corridor and we use those as a planning tool as development takes place in this area. Marvin said they would work on this on a case by case basis.

Lou asked how we protect our right-of-way. There are a number of situations all over town where the City would like to protect the right-of-way; "O" Street and Sun Valley is one that came up recently. If it is not funded in the CIP, it is difficult for the City to require a dedication of land. The City can work toward voluntary reservations of project setbacks that are protected. Its like the noise issue, having the information is helpful but doesn't guarantee that we will have a solution that everyone is going to like. Even owning the right-of-way does not really mean that we won't have to argue that we can use it.

Allan went back to Lou Lenzen's recommendation to expand the statement regarding bicycles which to include the accommodations on the South Beltway which would state the abandoned Union Pacific tracks are being considered.

A motion was made by Virendra Singh to endorse and recommend approval of the Comprehensive Amendment with Lou's recommendation, seconded by Thomas.

There being no other business, the meeting was adjourned.